

Section V - 2009 King Countywide STP/CMAQ Competition Application

To be used for projects submitted for the following Countywide Programs:

- ❖ Small Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program
- ❖ Rural Area Program

This application is available on the King County Web site at

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2009KCCtywideComp.aspx>

****Please read all of the text in this section before completing this application.****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2009 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2009. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to peter.heffernan@kingcounty.gov. Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-1812, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15th, 2009**.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

PROJECT DESCRIPTION INFORMATION

1	Project title: Burien Transit Oriented Development (TOD) Facility For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).
2	Destination 2030 ID#: 3601 In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i> , the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i> , refer to Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm . For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org .
3	a. Sponsoring agency: King County Department of Transportation b. Co-sponsor(s) if applicable: City of Burien Important: For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded. c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No d. If not, which agency will serve as your CA sponsor? (refer to WSDOT's Local Agency Guidelines Manual for information on CA status: http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf
4	Project contact person: Ron Posthuma Address: 201 S. Jackson St. KSC-TR-0811, Seattle, WA 98104 Phone: 206.684.1007 Fax: 206.684.2129 E-Mail: ron.posthuma@kingcounty.gov

5	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>This project will construct a 503-stall transit-oriented development (TOD) Facility to replace the existing 345-stall Burien Park and Ride surface lot, adding an additional 158 stalls in a replacement above-ground parking structure. Up to 50 of the parking stalls will be equipped with electric vehicle charging capacity.</p> <p>In 2008 the county selected a developer to build the structured TOD Facility project. Part of the developer solicitation contemplated a subsequent and separate project to build affordable housing on the portion of the site made available by consolidating replacement parking in the TOD Facility.</p> <p>The county has received NEPA approval, i.e., an approved documented categorical exclusion from the Federal Transit Administration, and has completed a Phase I environmental site assessment.</p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>The purpose of this project is to assist the City of Burien in meeting its employment and population growth targets. Located in the middle of Burien's designated urban center, the TOD Facility supports the city and county's growth management goals of concentrating growth near transportation centers, reducing carbon footprint and land dedicated to auto uses, increasing park and ride capacity, and encouraging pedestrian access to jobs, housing, and transit.</p> <p>The present 345-stall surface park and ride lot is currently 92% utilized. Adding 158 stalls in a structure will expand capacity but reduce total land required for increased commuter parking.</p> <p>The 503-stall TOD Facility will also be steps away from the new \$8 million Burien Transit Center opening in June, 2009. The separately funded Transit Center will have pedestrian connections to the TOD Facility and new small-block Town Center retail, housing, civic, and parks development currently under construction.</p> <p>Metro Transit serves ten routes from the Burien Transit Center. Express service for Metro routes 120, 121, 140, 180, and Sound Transit route 560 already connects Burien with other major manufacturing and regional centers in Seattle, Tukwila, Bellevue, Renton, and Sea-Tac Airport.</p>
6	<p>Project location: 14900 1st Ave. SW, Burien, WA</p> <p>a. County(ies) in which project is located: King.</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): 4th Ave. SW</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): SW 150th Street</p>
7	<p>Map: 1. Include a legible 8½" x 11" project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½" x 11").</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>

8	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects. 	
9.	<p>Rural Functional Classifications "Under 5,000 population" (Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p>Urban Functional Classifications "Over 5,000 population" (Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>

COUNTYWIDE PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "2009 King County Countywide Project Evaluation Criteria" before completing these sections of the application for guidance, examples, and details on scoring.

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (70 Points STP, 50 Points CMAQ)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

- ☒ **Designated Center:** Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
☐ **Manufacturing/Industrial Center:** Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
☐ **Connecting Corridors:** Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: Information on the 2005 adopted Regional Economic Strategy and the targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Chris Strow at 206-971-3051 or cstrow@psrc.org

A. Designated Regional Growth Centers

Instructions: Complete this section (questions 11-13) if you selected “Designated Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections B or C.

11. Center Development. Please address the following:

- **Growth.** Describe how the project will support the potential for housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.
- **Plans and Policies.** Describe how the project furthers the objectives and aims of existing policies for the center; please provide a citation and copy of the corresponding policies.
- **Economic Strategy.** Describe whether the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

Growth: Downtown Burien is a designated regional growth center with 1,433 residential units and 4,025 employees. The 503 stall TOD Facility supports the goals of the Burien regional growth center by reducing land devoted to the park and ride by 50% while increasing its capacity by 158 stalls. Taking its share of regional growth by adding urban density, 100 new housing units will be added to downtown Burien on the remaining 50% of the county site. The subsequent and separate Phase II housing project is scheduled to occur in 2011.

Plans and Policies: The TOD Facility specifically addresses the land use element of the Burien Comprehensive Plan as it relates to the downtown and specifically to the County Park and Ride lot:

Policy DB 1.21: “The City should encourage the development of uses in or near Burien’s Transit Center that are compatible with transit activity, reinforce transit use and are consistent with the Burien Vision for the downtown.”

The City and County have worked as a team for redevelopment of the park and ride site including developer selection, streamlining permitting, and utilizing City owned parcels for interim parking for the project.

Policy DB 1.25: “Development of transit-oriented uses is encouraged on the current Burien Transit Center property. The City should continue to work with King County METRO and Sound Transit to facilitate development of a mixed use project on the property that accommodates the short-term needs of both the Transit Center and Park and Ride functions, as well as uses supportive of transit such as quality, high density housing, shops and offices. The City, King County METRO and Sound Transit should evaluate the feasibility of the long-term future transition of the configuration at the Transit Center property, as part of the mixed-use project.”

The above Policy DB 1.25 specifically calls for redevelopment of the County site.

Policy DB 1.8: “The City should reinforce and enhance Burien’s unique character and sense of place by creating an attractive, distinctive and well-defined downtown that supports and encourages walking and use of transit, as well as travel by the automobile. To help achieve this objective, the City should implement the Downtown Master Plan and Conceptual Framework for the Town Square to address issues such as (but not limited to) street and right-of-way standards, design guidelines, infrastructure needs, and public facilities needs and locations.”

Policy DB 1.8 is supported by both the Transit Center redevelopment, set to open in June, 2009, and plans for the Park and Ride redevelopment that will complement construction already underway at the Town Square development across the street.

DB 2.9(g): “encourage parking to be located within structures or behind buildings rather than in surface parking lots between buildings and streets.”

Policy 2.9(g) is directly addressed by the TOD Facility’s elimination of surface parking and replacement in a structure with land area created to construct housing in the downtown.

Policy LU 1.4: “The City should encourage a mix of residential, office and commercial uses within Burien’s downtown area to create a vibrant city center that reduces reliance on the automobile and provides a range of housing opportunities.”

Policy LU 1.4 is served by the TOD Facility freeing up land for construction of 100 housing units in the downtown core.

Policy LU 1.11: “The City of Burien designates downtown Burien and its surrounding residential and employment areas as an urban center in accordance with the King County Countywide Planning Policies.”

The TOD Facility, as part of the emerging Burien urban center, creates opportunities for greater housing and retail density in the downtown and creates adjacent, safer pedestrian connection to transit, retail, and public amenities.

Economic Strategy:

Policy BU 1.5: “The *Downtown Commercial* land use designation fosters a vibrant, compact, pedestrian oriented area by allowing high density residential development, office, retail and commercial uses, government activities, and restaurants, entertainment and cultural uses. Mixed use developments are encouraged, including well-designed townhouses and condominiums, providing a convenient living environment and making the downtown a community focal point and center, as well as a lively place in the evening and on weekends. Residential densities are limited only by physical constraints such as height, bulk, parking and infrastructure capacities. Moderate to high rise buildings, pedestrian amenities and facilities that help define downtown Burien’s distinctive qualities are encouraged.”

The TOD Facility implements Policy BU 1.5 and the City of Burien’s adopted economic development strategy by creating family wage construction jobs, ground floor retail space, and Phase II housing development.

12. Project’s Benefit to the Center. Please address the following

- Long-Term Benefit. Does the project remedy a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)? Please describe.
- User Groups Supported. Describe the user groups that will benefit from the project (including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment).

Long-Term Benefits: Before construction of the new Burien Transit Center, the transit function was compromised by an on-street transit center interfering with pedestrians and commuters entering and exiting the adjacent surface park and ride lot. When the off-street transit center is complete in June 2009, 4th Ave. SW will no longer be required to serve the conflicting functions of traffic movement and passenger loading. The new transit center will face the TOD Facility to provide seamless bus/pedestrian connections. Closed circuit cameras and panic button stations will also provide a new level of security not now provided to park and ride users. Consolidating the park and ride on half the existing surface lot frees up land for addition of 100 new affordable housing units adjacent to the TOD Facility and Transit Center. Charging stations for up to 50 electric vehicles are planned for inclusion into the TOD Facility to improve air quality health benefits by reducing carbon emitting vehicles from the neighborhood.

User Groups Supported: Vanpool, carpool, and transit riders are all served. Future Phase II housing residents are supported by providing transit adjacent to their units. Green vehicle users are served by the inclusion of electric vehicle charging stations in the Facility. Bicycle riders are served by the addition of bike lockers in the TOD Facility. Pedestrians are supported by eliminating dangerous connections between sidewalks and access to the park and ride and transit center.

13. Circulation within the Center. Please address the following.

- Safety and Convenience. Describe how the project improves safe & convenient access to major destinations within the center.
- Intermodal Opportunities and Connections. Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.
- Travel Choices. Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a "missing" mode.
- System Continuity. Describe how the project completes a physical gap or provides an essential link in the transportation network.
- Parking. If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

Safety and Convenience: Increasing the park and ride capacity by 158 and providing direct access from the garage to the transit center without vehicular interference increases pedestrian safety. Adding closed circuit cameras and panic button stations to the structured parking facility adds peace of mind to transit users. Bike lockers in the Facility adds convenience for bicycle riders. Adding space for eventual construction of 100 housing units on the present surface lot also provides these residents with unimpeded access to the transit center.

Intermodal Opportunities and Connections: Walkability is vastly improved by reducing the footprint of the surface lot and providing way finding routes for pedestrians through and around the structured facility away from traffic movement. Bicycle users are served by inclusion of bike lockers in the Facility. Transit access

¹ The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations."

is increased by adding 158 additional stalls to the structured replacement parking facility. Public transit speed and reliability is increased by redirecting park and ride use away from separated transit center facility. As required by Burien City Code, the TOD Facility will incorporate streetscape and sidewalk improvements around the perimeter of the structure. Charging stations for up to 50 vehicles will provide alternate fuels vehicle access to a transit facility.

Travel Choices: Adding access for up to 50 electric vehicle charging stations offers additional transportation connections to a new user group. Adding bike lockers add another travel mode for transit riders. Adding 158 new park and ride stalls increases access to existing park and ride use to support the transit center. Adding space for eventual addition of 100 housing units adds access to residents not presently available in the downtown center.

System Continuity: The Project improves the transit network system continuity by improving the utilization of existing service. Sound Transit currently operates ST express route 560 bus service out of the Burien Transit Center. This service connects with ST Link light rail. Metro operates ten routes from the Burien Transit Center including 4 express routes connecting regional growth and manufacturing centers around the region in Downtown and the U District in Seattle, Renton, Tukwila, Bellevue, and SeaTac Airport. Addition of 158 commuter stalls to the present Burien lot is another major reason for the TOD Facility plan.

Parking: The TOD Facility will occupy 50% less land than the current surface lot and separate auto traffic from pedestrians boarding transit coaches. Security cameras and panic button stations will be integrated into the design of the parking structure. Housing units built in Phase II will require far fewer parking stalls (est. 0.6 stalls/unit) due to the close proximity of transit/bike/pedestrian opportunities.

B. Manufacturing/Industrial Centers

Instructions: Complete this section (question 14) if you selected “Manufacturing/Industrial Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

14. Mobility and Accessibility. Please address the following:

- Freight Movement. Describe how the project provides opportunities for freight movement.
- Growth Plans and Policies. Describe how the project will benefit or support the development of the manufacturing/industrial center.
- System Continuity. Does the project complete a physical gap, provide an essential link, or remove a barrier in the Freight & Goods component of the Metropolitan Transportation System (See Destination 2030, Technical Appendix 4)? Please describe.
- Safety. Describe how the project improves safety and reduces modal conflicts to help achieve a “seamless” system.
- Improved Commute Access. Describe how the project improves access for one or more modes to major employment sites or access to residential areas outside the center, including opportunities for active transportation.
- Trip Reduction. How does the project promote Commute Trip Reduction (CTR) opportunities?
- User Groups Supported. Describe the user groups (e.g. employees, customers, modal carriers, those identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment) that will benefit from the project.
- Economic Strategy. Describe how the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

C. Connecting Corridors

Instructions: Complete this section (questions 15-17) if you selected “Corridors Serving Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

15. Benefit to Centers or Manufacturing/Industrial Center. Please address the following:

- Growth Plans and Policies. Describe how this project will benefit or support the housing and employment development of a regional growth and/or manufacturing/industrial center(s). Does it support multiple centers?
- Travel Choices. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
- User Groups Supported. Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).
- Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within a center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

16. System Continuity. Please address the following:

- Serving Centers. Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.
- Missing Link. Describe how the project fills in a missing link or removes barriers to a center.
- Congestion Relief. Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

17. Long-term Benefit/Sustainability. Please address the following:

- Efficiency. How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.
- Safety. Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

PART 2: QUESTIONS FOR ALL PROJECTS

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 18-21).

D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)

18. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- **Diesel retrofits:** Describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.
- **Roadway capacity (general purpose and high occupancy vehicles):** Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc.
- **Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.):** What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?

- **Bicycle and/or pedestrian facilities:** What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).
- **Signalization and other ITS improvements:** Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- **Alternative fuels/vehicles:** Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?
- **Other:** Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

Roadway Capacity: Providing 158 additional park and ride spaces increases ridership on existing routes serving the transit center. Freeing up 50% of the existing site for 100 new housing units to be built adjacent to the park and ride in a subsequent and separate project provides new riders walking to their route connections.

Average weekday passenger activity at the Burien Transit Center, based on Fall 2008 county data shows 2,349 riders boarding buses and 2,117 passenger de-boardings.

Average trip length is 30 minutes, or approximately 9 miles.

Metro and Sound Transit routes: 120, 121, 122, 123, 131, 132, 133, 134, 139, 140, and ST 560.

Stalls to be added: 158. Present surface lot is 345.

Safer and more convenient pedestrian and bicycle access encourages increased ridership. Adjacency of 100 new residential units to be built in separate and subsequent Phase II on surplus land encourages walking to Transit Center’s 11 regional routes connections.

Electric vehicle plug in stations (up to 50), not previously available in current surface lot, are planned for the garage. Electric vehicles parked in the garage could also return stored battery power to the electrical grid during peak power periods.

Bicycle and/or pedestrian facilities: TOD Facility will provide transit plaza situated away from traffic between garage and Transit Center for safer, more convenient pedestrian and bicycle access to bus routes. Bike lockers will also be incorporated into the TOD Facility.

Expected travel shed: Based on license plate surveys of existing park and ride users, the lot draws from a population of approximately 53,000 in the south county region.

Signalization and ITS improvements: Traffic movement and way-finding for vehicles in garage to be separated from pedestrian travel, unlike mixing at present surface lot.

Alternative fuels/vehicles: Plans for approximately 50 stalls for electric plug in vehicles on the first floor of the garage, nearest the entrance. The charging station area of the garage could also accommodate battery exchange and means to return stored energy in the batteries to the transmission grid from cars parked in the facility. No such facilities available at the present surface lot.

E. Project Readiness/Financial Plan (10 Points)

Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness question (14) and financial plan question (15) below. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC's federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

19. Project Readiness: Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 19A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 19B, including the estimated schedule for completion.

19A. Check all items that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

- | | |
|----------------------|---|
| Already completed a. | Final FHWA or FTA approval of environmental documents including: |
| | Already completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT. |
| | Already completed - Section 106 Concurrence. |
| | Already completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS). |
| Not needed b. | True Cost Estimate for Right of Way. |
| Not needed c. | Right-of-way Plans (stamped). |
| Not needed d. | Relocation Plan (if applicable). |

Already completed e. Right-of-way Certification.
 Not needed f. Certification Audit by WSDOT R/W Analyst.
 Not needed g. Relocation Certification, if applicable.
 Not needed - WSDOT Certification Audit of Relocation Process, if applicable.
 Already completed h. Engineer's Estimate.
 Not yet completed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

19B. Additional information: Include details on any items above that are not yet completed and provide an estimated schedule. Please provide any additional information as appropriate (e.g., status of planning, environmental documentation, permits, design, etc.).

Permits:

Army Corps of Engineers Permit:	N/A, no wetlands present.
Hydraulic Project Approval Permit:	N/A, no streams present.
Construction Stormwater General Permit:	Not yet obtained.

National Environmental Policy Act (NEPA) completion:

Federal Transit Administration (FTA) Documented Categorical Exclusion (DCE) for noise and traffic impacts, confirmation of concurrence received from FTA, 3/5/2009.

Other environmental work completed:

Geotechnical investigation and Phase I environmental site assessment completed, 4/20/2009.

Engineer's estimate:

Metro Transit Division engineering conceptual level construction cost estimate completed, 4/1/2009.

All required permits expected and notice to proceed by January, 2010.

20. Financial plan: Please fill out Tables A through D below and corresponding questions E through F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Countywide Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
Construction	10/1/2011	CMAQ	1,000,000
			\$
			\$
Totals:			\$1,000,000

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Predesign	1/1/08	CMAQ	261,000
Predesign	1/1/08	County	39,000
Design	6/30/08	CMAQ	292,000
Design	6/30/08	County	46,000
Design	8/31/11	Sound Transit	\$3,700,000
Construction	8/31/11	Sound Transit	\$9,680,000
Construction	8/31/11	DOE Energy Efficiency Conservation Block Grant	\$500,000
TOTAL:			\$14,518,000

*For tables B and C, "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table C: Needed Future Funding (Unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation date by Phase (mm/dd/yy)	Source	Amount
Construction	10/1/2011	?	4,582,000
			\$
			\$
			\$
			\$
TOTAL:			\$4,582,000

Table D: Total Project Cost and Schedule (Please provide the total estimated cost and scheduled completion date for each phase of the project.)

Total Estimated Project Cost		Scheduled Completion of Phases	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	\$500,000	Planning:	7/31/09
Preliminary Engineering/Design:	\$3,838,000	Preliminary Engineering/Design:	10/31/09
Right of Way:	\$0	Right of Way:	
Construction:	\$15,762,000	Construction:	
Other (Specify) :	\$	Other (specify) :	7/1/10
Total Project Cost:	\$20,100,000	Estimated date of completion (i.e. open for use)	8/1/10

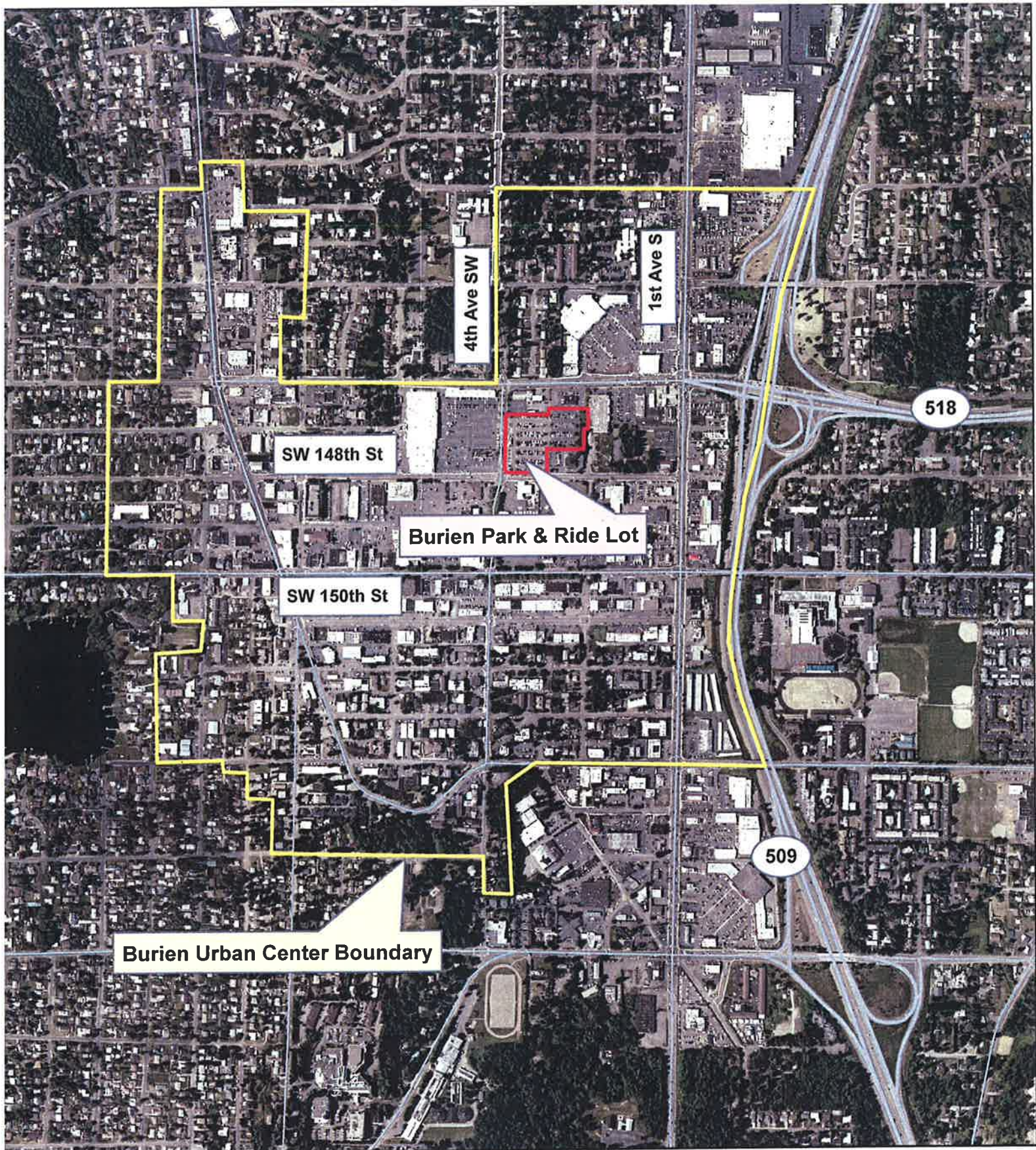
E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

If selected, the PE project phase, and all but \$4,482,000 of the CN phase will be completed.

F. If unable to completely fill out Table D (Total Project Cost and Schedule): Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

F. Other Considerations (No Points)

- 21. Please describe any additional aspects of your project** not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of centers and connecting corridors. Note: no points will be given to this section.



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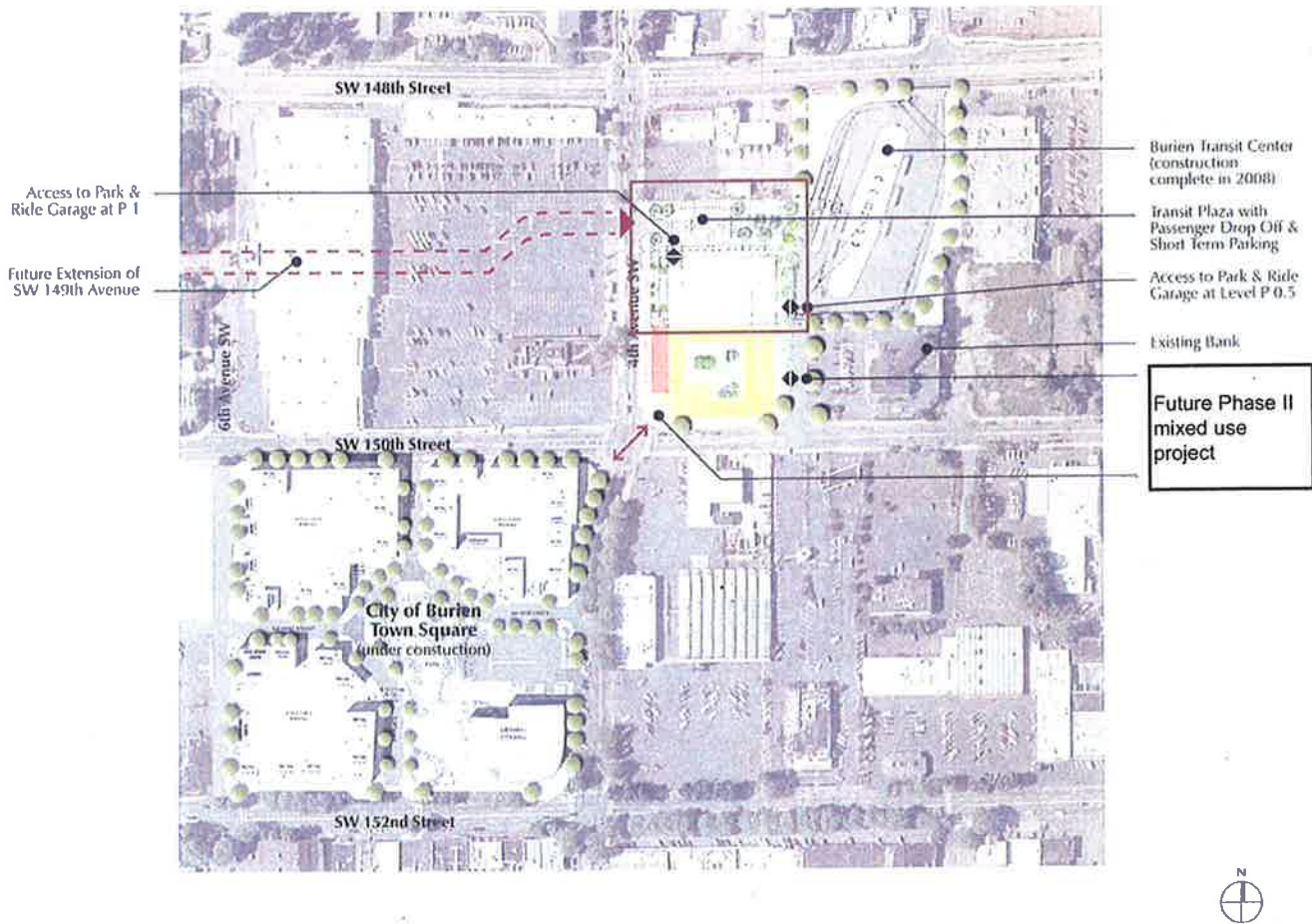


King County

Burien Park & Ride Lot

Burien Downtown Parking Structure

Site Map



Pankow

